परिणामस्वरूप यह गाड़ी मुजफ्फरनगर दो घंटे के बाद पहुंचती है और इसके कारण मुजफ्फरनगर से आने-जाने वाले यात्रियों को काफी असुविधा का सामना करना पड़ रहा है जबकि इस गाड़ी का मुजफ्फरनगर पहुंचने का समय प्रातः 7.30 बजे था ;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ;

(घ) क्या यह सच है कि उक्त जिला के दैनिक यात्रियों ने इस गाड़ी के समय-परिवर्तन के लिये कई अभ्यावेदन दिये हैं ताकि दिल्ली-मेरठ जाने वाले यात्रियों को कोई असुविधा न हो ; और

(ङ) यदि हां, तो ऐसे अभ्यावदनों का ब्यौरा क्या है और उन पर विचार करते हुए सरकार द्वारा क्या कदम उठाये गये हैं या उठाये जाने का विचार है ताकि यात्रियों की समस्या का समाधान हो सके ?

रेल मंत्री (श्री सी०के०जाफ़र शरीफ़) : (क) जी, नहीं । रेलों का हमेशा यह प्रयास रहा है कि गाड़ियों को समय पर चलाया जाए । बहरहाल, उपस्कर की खराबी, आंदोलन, दुर्घटनाओं, खतरे की जंजीर खींचने और अन्य खराबियों के कारण कतिपय अवसरों पर गाड़ियां मुजफ्फरनगर स्टेशन पर देरी से पहुंचती हैं ।

(ख) और (ग) 1-7-94 से 4646 शालीमार एक्सप्रेस का जम्मू तवी से प्रस्थान समय 1905 बजे से बदलकर 2055 बजे कर दिया गया था लेकिन मुजफ्फरनगर पर आगमन समय 7.30 बजे ही है ।

(घ) और (ङ) इस संबंध में कुछ अभ्यावदन प्राप्त हुए हैं बहरहाल, दिल्ली-सहारनपुर खंड के यात्रियों की सुविधा के लिए एक गाड़ी (1 एन डी एस/2 एन डी एस) को 1-3-95 से डीजल कर्षित पुश-पुल सेवा के रूप में परिवर्तित किया गया है । एन डी एस सेवा के यात्रा समय में 1 घंटा 40 मिनट की कटौती की गई है। 1-7-95 से 2 एन डी एस सेवा के यात्रा समय में लगभग 45 मिनट की कमी करने का प्रस्ताव है ।

सभी अपरिहार्य रुकौनियों को दूर करके गाड़ियों को समय पर चलाने के लिए विभिन्न स्तरों पर गहन जांच और निगरानी रखने सहित सभी संभव प्रयास किए जा रहे हैं ।

Computers in railway booking offices

5575. SHRI RAI NATH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway booking offices in the country which have been connected with computer facilities during 1993-94 and 1994-95 and he number of booking offices under consideration in this regard for the period of 1995-96;

(b) whether Government have any plans during the current financial year to connect all the booking offices with computer facilities, which are without such facilities;

(c) if so, the details thereof;

(d) whether it is a fact that the railway booking office in Kotdwara, District Pauri Garhwal, Uttar Pradesh is without computer facilities;

(e) if so, whether Government would consider to connect the above booking office with computer facilities; and

(f) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARBEF): (a) The computerised reservations facilities were provided at 11 stations in 1993-94. In 1994-95 these facilities were provided at an additional 124 locations. The work of provision of these facilities at 30 additional locations has been included in the Annual Plan for 1995-96.

(b) and (c) These facilities have been provided at all stations which a workload of 300 and above reservation related transactions per day. The lesser volume of reservation work at other stations does not at present justify the provision of these facilities.

(d) Yes, Sir.

(e) and (f) It is not proposed to provide this facility at Kotdwar station as the volume of reservation work as this station does justify provision of this facility.

Privatisation *of* catering services in the Railways

5576. SHRI RAHASBIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposall to privatise catering services in every long distance train;

(b) if so, the details thereof and the steps taken in that direction; and

(c) the number of Railway employees belonging to catering services going to be affected due to privatisation?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) As per extant policy, contracts of only new catering units including pantry cars on trains are being awarded to reputed and pro-fessional Caterers selected on the basis of applications invited through press notifications.

(c) Does not arise.

Procurement of wagons

5577. DR. B. DUTTA: Will the Min ister of RAILWAYS be pleased to state:

(a) the procurement of wagons by the Railways during the Sixth and the Seventh Five Year Plans;

(b) how far the target has been achieved during the First three years of the Eight Five Year Plan;

(c) the wagon shortfall experienced by the Railways at present; and

(d) the steps taken by the Railways to remove the problem of wagon shortage?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF). (a) The number of wagons procured by the Railways during the two Plan periods was as follows:—

Period	No. of four wheeler units
VI Plan (1980-81 to 1984-85) . .	73,027 5
VII Plan (1985-86 to 1989-90) . .	89755.5

(b) Against 'the revised target of 81,000 Brbad Gauge wagons in terms of four wheeler units to be acquired during the VIII Plan, during the first three years, 57116 Broad Gauge wagons in terms of four wheeler units have been procured, including 1425 wagons (in F.W.Us) outstanding for supply as on 31.3.1995.

(c) and (d) The demand for rail way wagons for carrying goods traffic is met satisfactorily. Railways general ly experience seasonality of traffic during the year leading to alternat ing low and peak demands for wagons. The acquisition of wagons is need-based and during 1995-96, 12,000 wagons in terms of four wheel er units are proposed to be acquired against Rolling Stock Programme. In addition, a sizeable quantity of wagons is also expected to be added in 1995-96 under 'Own Your Wagon Scheme'.